

*(Per ILA Approval Requirements)*

CA Approval

JB Approval

## REGIONAL FARE COORDINATION SYSTEM

### CHANGE ORDER NO. 43

**CONTRACTOR:** ERG Transit Systems (USA) Inc.  
**CONTRACT NUMBER:** 229944

This Change Order to Contract #229944 ("Change Order") is executed as of 7-20-09, by and between ERG Transit Systems (USA) Inc, a California corporation and wholly owned subsidiary of ERG Limited, an Australian corporation, (hereinafter referred to as the "Contractor") and each of the following seven public transportation agencies (hereinafter referred to individually as an "Agency" or collectively as the "Agencies"):

1. Central Puget Sound Regional Transit Authority ("Sound Transit")
2. King County ("King County")
3. Kitsap County Public Transportation Benefit Area ("Kitsap Transit")
4. Pierce County Public Transportation Benefit Area ("Pierce Transit")
5. Snohomish County Public Transportation Benefit Area ("Community Transit")
6. City of Everett ("Everett")
7. State of Washington, acting through the Washington State Department of Transportation, Washington State Ferries Division ("WSF")

#### Background

- A. Effective April 29, 2003, each of the Agencies and the Contractor entered into Contract #229944 ("Contract") to implement a Regional Fare Coordination System ("RFC System") to establish a common fare system utilizing smart card technology. The Contractor is responsible for the development, implementation, operation and maintenance of the RFC System as specified in the Contract.
- B. The Agencies and the Contractor desire to execute this Change Order No 43 and the attached Amendment 49, to modify the Contract Division II, Section 6.III-8.2 and Exhibit 9, Price Schedule, Section VI, "Implementation Special Programs." The purpose of this change is to add functionality to the Portable Fare Transaction Processor (PFTP) to allow card status (i.e. tagged in or tagged out) and time of most recent transaction to be inspected, and to revise functionality so that inspectors are not required to select a route or run.

## Changes

The Agencies and the Contractor hereby agree to the following changes to the Contract:

### **1.0 Division III Changes**

The following section of Division III, Section 6.III-8.2 Functional Requirements – PFTP is revised to read as follows:

#### **6.III-8.2 Functional Requirements - Portable FTP**

The following functional requirements supplement those stated in Section 6.III-3.2.

- (a) Log-on from Agency personnel shall occur via a log-on smart card or through a built-in PFTP keypad.
- (b) For ferry applications (Washington State Ferries, Kitsap Transit, and potential future ferry services), the operator shall be able to select a destination and associated fare basis through the portable FTP keypad.
- (c) Except as noted in (e), the PFTP shall require no interaction other than the tag of a card within an Agency-configurable timeout period to perform card inspections. The timeout period shall automatically reset in the event of any of the following:
  - i. The card inspection mode of the PFTP has been selected.
  - ii. Inspection mode is re-activated by the inspector after a timeout.
  - iii. A previous inspection has been completed.
- (d) The verifier-only PFTP configuration shall record inspection counts by fare category, fare type, operator ID, and time segment.
- (e) The verifier-only PFTP shall include functionality to inspect a card status including “tagged-in” or “tagged-out” status, and time of last transaction.
- (f) The verifier-only PFTP shall allow an Agency to determine whether or not an operator is required to enter/select route and run depending on what service the verifier is used on or assigned to.
- (g) For Sound Transit, route and run selection will be required for SOUNDER commuter rail services, but not for LINK light rail services. An additional Agency sub-type classification shall be added to the Sound Transit configuration of the verifier-only PFTP to allow switching the PFTP between “SOUNDER” and “LINK LRT” using the device maintenance screen.
- (h) The PFTP shall allow the operator to override a default fare transaction (e.g. to pay for multiple fares from a single card, or to pay a fare other than the default).
- (i) The full function PFTP configuration shall perform all functions of the verifier configuration, plus, Agency personnel shall be able to:
  - i. Determine card balance, number of stored rides on the card, or the existence of a pass.
  - ii. Provide historical information to the Cardholder by scrolling through the transaction history of the last ten transactions stored on the card.
- (j) The PFTP application for WSF shall be designed to accept and process both RFCS smart cards and Washington State Ferries Electronic Fare System media.
- (k) PFTPs for KT (and potentially other ferry applications) shall include the following functionality:
  - i. An aggregate count of all (farecard and non-farecard combined) fare transactions that occur in a trip shall be recorded and displayed on the PFTP screen. Passenger counters shall reset with each new trip start.

- ii. Buttons and/or touch screen icons shall be identified for the purpose of recording non-farecard ridership counts. Buttons/touch screen icons shall be allocated for KT fare categories, and ridership counts shall be generated/updated on pressing of the ridership button / icon.
- iii. A next trip button shall be included for quick commencement of the next trip in the run schedule.
- iv. Activation of data transmission to the DACS shall be periodically initiated by the operator at such time as the operator is near a WDOLS location. In the event that an operator is unable to initiate data transmission at the end of a shift, the PFTP shall remain fully functional and all data shall be transferred the next time a data transmission is initiated.
- v. The Operator Role shall include sufficient permission to initiate a data transfer.

## **2.0 Compensation Changes**

Exhibit 9, Price Schedule, is hereby amended without further execution as provided in Amendment 49 attached hereto as "Change Order No 43 - Attachment A", to add a new Special Program to provide the fixed compensation due for all the Work of this Change Order.

## **3.0 Other Terms and Conditions**

Except as expressly amended by this Change Order, the Contract remains in full force and effect. All other provisions of the Contract not referenced in this Change Order 43 shall remain in effect unless modified in other executed Amendments and Change Orders.

IN WITNESS WHEREOF, the parties hereto have executed this Change Order No. 43 to Contract #229944 as of the date set forth below its signature.

**ERG Transit Systems (USA) Inc.**

By: D. Ongard  
 Its: General Mgr  
 Date: 16 July, 2009

**The Agencies**

By: Candace Carlson  
 Their: Contract Administrator  
 On behalf of the Agencies  
 Date: July 20, 2009

**Change Order No. 43 - Attachment A**

**Amendment 49**

**to the**

**Contract for the Design, Implementation, Operation and Maintenance of the Regional  
Fare Coordination System**

This Amendment 49 to the Contract for the Design, Implementation, Operation and Maintenance of the Regional Fare Coordination System is entered into this 20<sup>th</sup> day of July, 2009, by and between ERG Transit Systems (USA) Inc, a California corporation and wholly owned subsidiary of ERG Limited, an Australian corporation, (hereinafter referred to as the "Contractor") and each of the following seven public transportation agencies (hereinafter referred to individually as an "Agency" or collectively as the "Agencies"):

1. Central Puget Sound Regional Transit Authority ("Sound Transit")
2. King County ("King County")
3. Kitsap County Public Transportation Benefit Area ("Kitsap Transit")
4. Pierce County Public Transportation Benefit Area ("Pierce Transit")
5. Snohomish County Public Transportation Benefit Area ("Community Transit")
6. City of Everett ("Everett")
7. State of Washington, acting through the Washington State Department of Transportation, Washington State Ferries Division ("WSF")

**Recitals**

A. Effective April 29, 2003, each of the Agencies and the Contractor entered into Contract #229944 ("Contract") to implement a Regional Fare Coordination System ("RFC System") to establish a common fare system utilizing smart card technology. The Contractor is responsible for the development, implementation, operation and maintenance of the RFC System as specified in the Contract.

B. The Agencies and the Contractor desire to amend the Special Programs Section in Section VI, Implementation, of Exhibit 9, Price Schedule, in connection with the Work described in Change Order 43 to which this is attached.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the sufficiency of which is hereby acknowledged, the Agencies and the Contractor hereby agree to amend the Contract as follows:

## **Section 1.0 Price Schedule**

The Special Programs Section of Exhibit 9, Price Schedule, is hereby amended to add the following:

### **SPECIAL PROGRAMS**

#### **LUMP SUM COST**

Change Order No. 43

<b>Contractor shall modify PFTP to allow card status (i.e. tagged in or tagged out) and time of most recent transaction to be inspected, revise functionality so that inspectors are not required to select route or run and allow switching of PFTP between "Soudner" and "Link Light LRT" using maintenance screen.</b>	
<b>TOTAL</b>	<b>\$43,081</b>